



An
Coimisiún
Pleanála

Commission Order ABP-322638-25

Planning and Development Act, 2000, as amended

Planning Authority: South Dublin County Council

Application by South Dublin County Council for approval under section 175 of the Planning and Development Act 2000, as amended, in accordance with plans and particulars, including an Environmental Impact Assessment Report, lodged with An Coimisiún Pleanála on the 26th day of May 2025.

Proposed Development: Proposed development at three sites, referred to as site three, site four and site five, broadly comprising the development of 1,252 number residential units in a mix of houses, duplexes, triplexes and apartments; two number childcare facilities; one number community building; retail uses; and refurbishment works to Grange House for future reuse.

Site three: Located within 'Development Area Seven - Kishoge North West' and 'Development Area Six - Kishoge Urban Centre' of the Clonburris Strategic Development Zone Planning Scheme and bounded generally by Lucan East Educate Together National School and Oldbridge housing estate to the north; Tullyhall residential housing estate to the west; Adamstown Avenue and Kishoge train station and Dublin-Cork rail line to the south; and, Grange Castle Road (R136) to the east. The proposed development at site three comprises the construction of 580 number dwellings, including 130 number two-storey three-bedroom houses; 15 number three-storey three-bedroom houses; 76 number apartment units (32 number one-bedroom, 36 number two-bedroom and eight number three-bedroom)

accommodated in two number five-storey apartment buildings with balconies on all elevations; 356 number duplex units (108 number one-bedroom, 115 number two-bedroom, and 133 number three-bedroom) and three number three-bedroom triplex units accommodated in 24 number three-storey duplex blocks, with balconies on rear and/or front elevations, one number two-storey childcare facility (circa 553 square metres). And all associated and ancillary site development, landscape and boundary works, including public open space (circa 7,015 square metres) and communal open space (circa 3,079 square metres); 456 number surface car parking spaces (total); 1,116 number bicycle parking spaces (total); seven number Electricity Supply Board substations; and the diversion and rerouting of Electricity Supply Board 10 kilovolt and 38 kilovolt cabling; public lighting. New vehicular site, pedestrian and cycle access to site three is proposed from existing Adamstown Avenue, the consented Northern Link Street (SDZ24A/0033W) and from the existing site entrance at Tullyhall Rise. New pedestrian access is proposed via the permitted green link (SDZ24A/0033W) adjacent to Lucan East Educate Together National School to the north and via the existing public open space at Rossberry Park to the northeast.

Site four: Located within 'Development Area Eight - Kishoge South West' of the Clonburris Strategic Development Zone Planning Scheme and bounded to the north by the Dublin-Cork rail line, to the west by Griffeen Valley Park extension, by a linear park permitted under South Dublin County Council Register Reference: SD228/0003 to the east and the Grand Canal corridor to the south.

The proposed development at site four comprises the construction of 436 number dwellings, including 141 number houses (133 number three-bedroom and eight number four-bedroom) ranging from two to three-storeys in height; 124 number apartment units (62 number one-bedroom and 62 number two-bedroom) accommodated in three number apartment buildings ranging from four to six-storeys in height, with balconies/terraces on all elevations; 106 number duplex units (53 number two-bedroom and 53 number three-bedroom) and 57 number two-bedroom triplex units accommodated in 19 number three-storey duplex blocks, with a combination of rear gardens, and balconies/ terraces on all elevations; three number one-bedroom age-friendly apartments accommodated in a one-storey apartment building, with a rear courtyard garden; five number two-bedroom garden apartments

accommodated in a one to two-storey apartment building with a front and rear courtyard garden, one number childcare facility (circa 544 square metres) and one number retail unit (circa 150 square metres) at ground floor of apartment Block F and one number community building/pavilion (circa 683 square metres), all fronting Griffeen Valley Park; and, proposed refurbishment of existing Grange House for employment reuse (circa 173 square metres). And all associated and ancillary site development, landscape and boundary works, including public open space (circa 778 square metres) and communal open space (circa 1,621 square metres); 408 number surface car parking spaces (total); 793 number bicycle parking spaces (total); three number Electricity Supply Board substations and five number Electricity Supply Board substation kiosks; public lighting; bin stores; demolition of existing outbuildings associated with Grange House (circa 118.0 square metres) and isolated buildings (circa 98.0 square metres). New vehicular, pedestrian and cycle access to the site is proposed from the permitted Southern Link Road (SDZ20A/0021).

Site five: Primarily located within Development Area Six - Kishoge Urban Centre and Development Area Ten - Kishoge Northeast of the Clonburris Strategic Development Zone Planning Scheme. Site five consists of two parcels (5a and 5b) located to the north of Kishoge Train Station and east of the R136 roundabout, intersected by Thomas Omer Way. One parcel is bounded by the Foxborough and Omer Walk housing estates to the north, Griffeen Community College and Thomas Omer Way to the south, and the second parcel is bounded by Thomas Omer Way to the north, Lynch's Lane to the east and Grange Castle Road (R136) to the west. The eastern portion of site 5b lies outside of the Clonburris Strategic Development Zone Planning Scheme area.

The proposed development at site five will consist of: the construction of 236 number residential units comprising 35 number two-storey three-bedroom houses; 110 number three-storey duplex units (53 number two-bedroom and 57 number three-bedroom); 33 number three-storey two-bedroom triplex units; and 58 number apartments (37 number one-bedroom and 21 number two-bedroom) in a six-storey over basement apartment block.

And all associated and ancillary site development, landscape and infrastructural works, including: public open space (3,101 square metres); communal open space

(332 square metres) to serve the apartment building; balconies/terraces for the apartments and duplex/triplex units; 219 number car parking spaces (total); 628 number bicycle parking spaces (527 number resident spaces and 101 number visitor spaces); Electricity Supply Board substation, public lighting, boundary treatments, waste storage areas, drainage and open attenuation ponds. To facilitate development, it is proposed to remove a section of the concrete noise barrier along Thomas Omar Way (within the Site 5 boundary only) and remnants of derelict structures and hardstand on lands to the south of Thomas Omer Way. Vehicular, pedestrian and cycle access to the parcel in the south will be from Thomas Omer Way via a new left-in-left-out junction at Lynch's Lane and from the R136 via the permitted Northern Link Street (granted under Register Reference: SDZ24A/0033W). Vehicular, pedestrian and cycle access to the north parcel will be from Thomas Omer Way via a new signalised junction. New pedestrian connections are facilitated to the Foxborough and Omer Walk residential estates.

All located in the townlands of Kishoge, Esker South, Grange, and Balgaddy, Clonburris, County Dublin.

Decision

APPROVE the above proposed development based on the reasons and considerations under and subject to the conditions set out below.

Reasons and Considerations

In performing its functions in relation to the making of its decision, the Commission was consistent with Section 15(1) of the Climate Action and Low Carbon Development Act 2015, as amended by Section 17 of the Climate Action and Low Carbon Development (Amendment) Act 2021, and the requirement to, in so far as practicable, perform its functions in a manner consistent with Climate Action Plan 2024 and Climate Action Plan 2025 and the national long term climate action strategy, national adaptation framework and approved sectoral adaptation plans set out in those Plans and in furtherance of the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State.

In performing its functions in relation to the making of the decision, the Commission had regard to:

- (a) Directive 2000/60/EC, the Water Framework Directive and the requirement to exercise its functions in a manner which is consistent with the provisions of the Directive, and which achieves or promotes compliance with the requirements of the Directive,
- (b) the relevant provisions of the European Union Directive 2011/92/EU as amended by Directive 2014/52/EU (Environmental Impact Assessment Directive) on the assessment of the effects of certain public and private projects on the environment,
- (c) the provisions of the European Union Habitats Directive (92/43/EEC) and the conservation objectives, qualifying interests and special conservation interests for the Rye Water Valley/Cartron Special Area of Conservation (Site Code: 001398), Glenasmole Valley Special Area of Conservation (Site Code: 001209), Wicklow Mountains Special Area of Conservation (Site Code: 002122), South Dublin Bay Special Area of Conservation (Site Code: 000210), South Dublin Bay and River Tolka Estuary Special Protection Area (Site Code: 004024), Wicklow Mountains Special Protection Area (Site Code: 004040), North Bull Island Special Protection Area (Site Code: 004006), North Dublin Bay Special Area of Conservation (Site Code: 000206),

- (d) the likely consequences for the environment and the proper planning and sustainable development of the area in which it is proposed to carry out the proposed development and the likely significant effects of the proposed development on a European Site,
- (e) the documentation submitted as part of the application, including the Environmental Impact Assessment Report and the Appropriate Assessment Screening Report,
- (f) the provisions of the Clonburrish Strategic Development Zone Planning Scheme, May 2019,
- (g) the policies and objectives of the South Dublin County Development Plan 2022-2028,
- (h) the nature, scale and design of the proposed development,
- (i) the pattern of existing and permitted development and the availability of adequate social and physical infrastructure in the area,
- (j) the provisions of Housing for All – A New Housing Plan for Ireland, issued by the Department of Housing, Local Government and Heritage, 2021,
- (k) the provisions of the National Planning Framework First Revision, April 2025,
- (l) the provisions of the Urban Development and Building Heights Guidelines for Planning Authorities, December 2018, issued by the Department of Housing, Planning and Local Government,
- (m) the provisions of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, July 2023, issued by the Department of Housing, Local Government and Heritage,
- (n) the provisions of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, issued by the Department of Housing, Local Government and Heritage, 2024,
- (o) the provisions of the Design Manual for Urban Roads and Streets, issued by the Department of Transport, Tourism and Sport and the Department of Housing, Planning and Local Government, 2013,
- (p) the provisions of the Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy 2019-2031,
- (q) the provisions of the Greater Dublin Area Transport Strategy 2022-2042, prepared by the National Transport Authority,

- (r) the Planning System and Flood Risk Management Guidelines for Planning Authorities, November 2009, issued by the Department of the Environment, Heritage and Local Government,
- (s) the Childcare Facilities Guidelines for Planning Authorities, issued by the Government of Ireland, 2001,
- (t) the Architectural Heritage Protection Guidelines for Planning Authorities, issued by the Department of Arts, Heritage and the Gaeltacht, 2011,
- (u) the submissions and observations received, and,
- (v) the report of the Inspector.

Appropriate Assessment:

The Commission agreed with and adopted the appropriate assessment screening assessment and conclusion carried out in the Inspector's report that the Rye Water Valley/Cartron Special Area of Conservation (Site Code: 001398), Glenasmole Valley Special Area of Conservation (Site Code: 001209), Wicklow Mountains Special Area of Conservation (Site Code: 002122), South Dublin Bay Special Area of Conservation (Site Code: 000210), South Dublin Bay and River Tolka Estuary Special Protection Area (Site Code: 004024), Wicklow Mountains Special Protection Area (Site Code: 004040), North Bull Island Special Protection Area (Site Code: 004006), North Dublin Bay Special Area of Conservation (Site Code: 000206) are the only European Sites in respect of which the proposed development has the potential to have a significant effect. The Commission considered that the information before it was adequate to allow the carrying out of appropriate assessment screening.

In accordance with Section 177U of the Planning and Development Act 2000, as amended, and on the basis of the information considered in the appropriate assessment screening, the Commission conclude that the proposed development individually or in combination with other plans or projects would not be likely to give rise to significant effects on the Rye Water Valley/Cartron Special Area of Conservation (Site Code: 001398), Glenasmole Valley Special Area of Conservation (Site Code: 001209), Wicklow Mountains Special Area of Conservation (Site Code: 002122), South Dublin Bay Special Area of Conservation (Site Code: 000210), South

Dublin Bay and River Tolka Estuary Special Protection Area (Site Code: 004024), Wicklow Mountains Special Protection Area (Site Code: 004040), North Bull Island Special Protection Area (Site Code: 004006), North Dublin Bay Special Area of Conservation (Site Code: 000206) in view of the conservation objectives of these Sites and is therefore excluded from further consideration. Appropriate assessment is not required.

This determination is based on:

- (a) the nature of works e.g. the scale of the development and lack of impact mechanisms that could significantly affect a European Site,
- (b) the location-distance from the nearest European Site and lack of connections,
- (c) the hydrological distance of indirect pathways to these European Sites where any likely pollutant in surface waters would be sufficiently diluted and or dispersed, and
- (d) taking into account the appropriate assessment screening report prepared by Minogue and Associates Ecological Consultants.

In overall conclusion, the Commission is satisfied that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on a European Site and Appropriate Assessment Stage 2 is therefore not required.

Environmental Impact Assessment:

The Commission completed an environmental impact assessment of the proposed development, taking into account:

- (a) the nature, scale, location, and extent of the proposed development,
- (b) the Environmental Impact Assessment Report and associated documentation submitted in support of the application,
- (c) the submissions received from observers and prescribed bodies, and,
- (d) the report of the Inspector.

The Commission considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, adequately identifies and describes the direct, indirect, and cumulative effects of the proposed development on the environment. The Commission is satisfied that the information

contained in the Environmental Impact Assessment Report complies with the provisions of European Union Directive 2014/52/EU amending Directive 2011/92/EU.

The Commission completed an environmental impact assessment in relation to the proposed development and concluded that, subject to the implementation of the mitigation measures proposed, as set out, in the Environmental Impact Assessment Report, and subject to compliance with the conditions set out below, the effects of the proposed development on the environment, by itself and in combination with other plans and projects in the vicinity, would be acceptable. In doing so, the Commission adopted the report and conclusions of the Inspector.

Reasoned Conclusion on Significant Effects:

The Commission considered that the main significant direct and indirect effects of the proposed development on the environment would be as follows:

- Significant direct positive impacts for population and material assets, due to the substantive increase in housing stock and provision of a new residential neighbourhood on an underutilised site, during the operational phase.
- Negative construction-related noise disturbance, for population and human health, within 50 metres of the nearest noise sensitive locations, which would be acceptable having regard to its moderate to significant extent and the temporary duration of same.
- Direct negative effects arising for water and aquatic habitat during the construction phase, which would be mitigated by a suite of appropriate construction phase surface water management measures, including sediment and pollution control measures, resulting in no residual impacts on water and biodiversity.
- Direct negative effects due to floodplain volume loss which would be mitigated against by design and by provision of compensatory storage of approximately 170 metres squared to balance the floodplain loss.
- Direct negative effects arising for air quality during the construction phase, which would be mitigated by a suite of appropriate construction phase management measures, including a dust management plan.

- Direct negative effects arising for water during the construction phase, which would be mitigated by a suite of appropriate construction phase management measures, including sediment and pollution-control measures, local infrastructure improvements, operational surface water management, resulting in no residual impacts on water.
- Direct effects arising for landscape/townscape during the operation of the proposed development, which would have slight to significant and positive effects for the appearance of the area, resulting in no residual impacts for landscape and visual amenities.
- Direct negative effects arising for traffic during the construction and operational phases, which would be mitigated by a suite of appropriate construction phase management measures, including a Construction Management Plan, Mobility Management Plan, car parking management strategy, bicycle parking facilities, sustainable transport infrastructure and connections, car sharing, car clubs, and walking infrastructure, resulting in no significant or material residual impacts on traffic.

Proper Planning and Sustainable Development:

The Commission considered that, subject to compliance with the conditions set out below, the proposed development would constitute an acceptable density of development in this accessible urban location, would not seriously injure the residential or visual amenities of the area, would be acceptable in terms of built heritage impacts, urban design, height and quantum of development, would be acceptable in terms of pedestrian and traffic safety and flood risk, would not result in any unacceptable ecological or biodiversity impacts and would be capable of being adequately served by wastewater, surface water, and water supply networks.

The Commission noted that the residential density proposed for two subsectors in the proposed development deviated from those prescribed in the Clonburris Strategic Development Zone Planning Scheme (May 2019), specifically, Sub Sector KNW-S3 (at 74 dwellings per hectare) which exceeds the upper density range of 65 dwellings per hectare and Sub Sector KUC-S1 which falls below the lower end of the

density margin. However, the Commission noted that the planning scheme allows for a transfer of units between subsectors and the Commission also considered that the provision of open space and partial build out of sub sectors as proposed, skews the resultant residential density calculations. Notwithstanding these deviations from the residential density targets of the planning scheme, the Commission is satisfied that these limited deviations do not render the proposed development inconsistent with the planning scheme. The Commission is satisfied that the proposed development is consistent with the overall dwelling numbers and density range objectives prescribed by the planning scheme.

The Commission noted that a number of apartments in Site 4, specifically, the duplexes and triplexes, did not comply with Table 2.1.10 of the Clonburris Strategic Development Zone Planning Scheme with respect to communal open space provision. The Commission noted the compensatory proposal to provide additional private open space for these units and also noted that these units were in close proximity to large areas of public open space, specifically, Griffen Valley Park to the west, the Linear Park to the east and the Grand Canal Ecological Corridor to the south. The Commission was therefore satisfied that the limited deviation from Table 2.1.10 in this instance does not adversely impact the residential amenity of future occupants of these units and does not render the proposed development inconsistent with the planning scheme. The Commission is satisfied that the proposed development is consistent with section 2.1.6 'Residential Development Standards' of the planning scheme.

The Commission noted that while not all car parking spaces in the proposed development are to be provided with electric vehicle charging points, the Commission noted that other car parking spaces will be 'future proofed' through the inclusion of cables or ducting to allow the rapid future installation of additional charging points. The Commission was therefore satisfied that the proposed development was generally consistent with section 2.2.6 of the Clonburris Strategic Development Zone Planning Scheme with regards to electric vehicle parking.

Having regard to the urgent need for housing supply to facilitate increased population growth and compact growth in accordance with the National Planning Framework First Revision, April 2025, to the provisions of the Clonburris Strategic

Development Zone Planning Scheme, and to the provisions of the South Dublin County Development Plan 2022–2028 including, inter alia, policy quality development plan 15: Strategic Development Zones to ‘continue to implement the approved Planning Schemes for Adamstown and Clonburris Strategic Development Zones’, the Commission concluded that the proposed development would be consistent with the Clonburris Strategic Development Zone Planning Scheme and would comply with the provisions of the South Dublin County Development Plan 2022-2028. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

Conditions

1. The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application submitted on the 26th day of May 2025 except as may otherwise be require in order to comply with the following conditions. Where any conditions of approval require further details to be prepared by or on behalf of the local authority, these details shall be placed on the file and retained as part of the public record.

Reason: In the interests of clarity and the proper planning and sustainable development of the area and to ensure the protection of the environment.

2. The mitigation measures and monitoring commitments identified in the Environmental Impact Assessment Report, and other plans and particulars submitted with the application shall be carried out in full except as may otherwise be required in order to comply with other conditions. Prior to the

commencement of development, a schedule of mitigation measures and monitoring commitments identified in the Environmental Impact Assessment Report, and details of a time schedule for implementation of the mitigation measures and associated monitoring, shall be prepared by the local authority and placed on file and retained as part of the public record.

Reason: In the interests of clarity and protection of the environment during the construction and operational phases of the proposed development.

3. Precise details of the boundary treatment, including a 2.4-metre-high solid block wall, capped and dashed on both sides, adjoining Irish Rail lands along the Heuston to Cork railway line, in site three and site four, shall be agreed with Irish Rail/Iarnród Éireann. Prior to the commencement of development, revised drawings showing compliance with this condition shall be placed on file and retained as part of the public record.

Reason: In the interests of sustainable transport and safety, and to protect the amenities of existing properties and the proposed units.

4. Proposals for a development name and numbering scheme and associated signage shall be prepared by the local authority and placed on file and retained as part of the public record. Thereafter, all such names and numbering shall be provided in accordance with the agreed scheme.

Reason: In the interest of urban legibility and to ensure the use of locally appropriate placenames for new residential areas.

5. Details of the materials, colours and textures of all the external finishes to the development shall be prepared by the local authority and placed on file and retained as part of the public record.

Reason: In the interest of visual amenity and to ensure an appropriate high standard of development.

6. Details of a Phasing Scheme which aligns with Table 4.3 'Phasing Table' of the Clonburris Strategic Development Zone Planning Scheme, May 2019 (or as otherwise amended by the Development Agency) shall be prepared by the local authority and placed on file and retained as part of the public record.

Reason: To ensure the orderly implementation and proper planning and sustainable development of the planning scheme.

7. Each proposed residential unit shall be used and occupied as a single dwelling unit for residential purposes and shall not be sub-divided or used for any commercial purposes, without a specific grant of planning permission for same (including short-term letting).

Reason: To prevent unauthorised development.

8. Public lighting shall be provided in accordance with a scheme which shall be placed on file and retained as part of the public record prior to commencement of development. The scheme shall include lighting along pedestrian routes through open spaces and shall take account of the mitigation measures contained in the Environmental Impact Assessment Report. Such lighting shall be provided prior to the making available for occupation of any residential unit.

Reason: In the interests of amenity, public safety, and nature conservation.

9. All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground. Ducting shall be provided by the local authority to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual and residential amenity.

10. The internal road network serving the proposed development, including turning bays, junctions, parking areas, footpaths, and kerbs, shall be in accordance with the detailed construction standards and requirements of the local authority for such works, and with the relevant provisions of the Design Manual for Urban Roads and Streets.

Reason: In the interests of amenity and of traffic and pedestrian safety.

11. (a) Prior to the opening/occupation of the proposed development, a finalised Mobility Management Plan shall be prepared and shall be placed on file and retained as part of the public record. This shall provide for incentives to encourage the use of public transport, cycling, walking and carpooling by residents, staff and users of the development, including details of the finalised car-share scheme. The mobility strategy shall be prepared and implemented by the management company for all units within the development.
- (b) Prior to the commencement of development, revised drawings showing the location of secure bicycle storage in accordance with South Dublin County Development Plan Standards, for each site three, site four and site five shall be placed on file and retained as part of the public record.

Reason: In the interest of encouraging the use of sustainable modes of transport.

12. Prior to the commencement of development, the local authority shall enter into Connection Agreements with Uisce Éireann to provide for service connections to the public water supply and wastewater collection network.

Reason: In the interest of public health and to ensure adequate water/wastewater facilities.

13. A plan containing details for the management of waste (and, in particular, recyclable materials) within the proposed development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials, shall be prepared and shall be placed on file and retained as part of the public record. Thereafter, the waste shall be managed in accordance with the agreed plan.

Reason: To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

14. Prior to the commencement of development, the local authority or any agent acting on its behalf, shall prepare a Resource Waste Management Plan as set out in the Environmental Protection Agency's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects, 2021 including demonstration of proposals to adhere to best practice and protocols. The Resource Waste Management Plan shall include specific proposals as to how the Resource Waste Management Plan will be measured and monitored for effectiveness. These details shall be placed on the file and retained as part of the public record. All records (including for waste and all resources) pursuant to the agreed Resource Waste Management Plan shall be made available for inspection at site offices at all times.

Reason: In the interest of sustainable waste management.

15. A Construction and Environmental Management Plan (CEMP) shall be prepared by the local authority and placed on file and retained as part of the public record. The CEMP shall include but not be limited to construction phase controls for dust, noise and vibration, waste management, protection of soils, groundwaters, and surface waters, site housekeeping, emergency response planning, site environmental policy, and project roles and responsibilities. The CEMP shall include all relevant construction mitigation measures from the environmental impact assessment.

Reason: In the interests of residential amenities, public health and safety, and environmental protection.

16. Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays, and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances.

Reason: In order to safeguard the amenities of property in the vicinity.

17. The windows to the proposed non-residential units shall not be obscured by adhesive material or otherwise.

Reason: In the interest of visual amenity.

18. (a) All areas not intended to be taken in charge by the local authority shall be the responsibility of a legally constituted management company.
(b) Details of the management company contract, and drawings/particulars describing the parts of the proposed development for which the company would have responsibility, shall be placed on file and retained as part of the

public record before any of the residential units are made available for occupation.

Reason: To provide for the satisfactory future maintenance of this development in the interest of residential amenity.

19. The local authority shall contact the Irish Aviation Authority Weston Airport and Casement aerodrome at least 30 days prior to the erection of all cranes in accordance with Statutory Instrument 215 of 2005 Irish Aviation Authority (Obstacles to Aircraft in Flight) Order. A suitable crane lighting scheme shall be agreed in writing with the Irish Aviation Authority.

Reason: In the interests of aircraft and public safety.

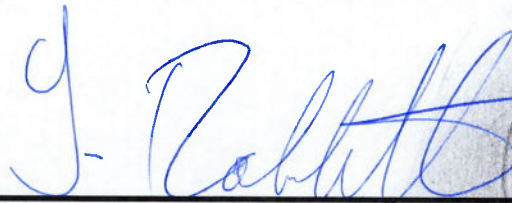
20. (a) The site shall be landscaped in accordance with the detailed scheme of landscaping plans and drawings submitted. The landscape scheme shall be implemented fully in the first planting season following completion of each phase of the development, and any trees or shrubs which die or are removed within three years of planting shall be replaced in the first planting season thereafter.
- (b) Wildflower seed mixes shall not be used as part of the landscaping/biodiversity planting measures. Wildflower meadows shall be allowed generate naturally, with wildflowers occurring within the seed bank encouraged to flourish through a management regime. In certain circumstances, such as, where natural regeneration is not suitable, native wildflower seed from proven indigenous local seed sources shall be used.

Reason: In the interests of residential and visual amenity.

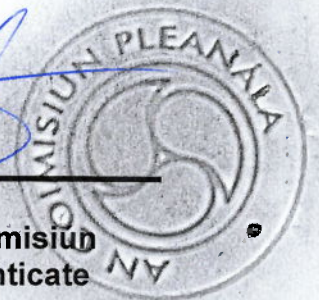
21. All mitigation measures in relation to archaeology and cultural heritage as set out in Chapter 16 of the Environmental Impact Assessment Report including in

application documents shall be implemented in full. The local authority and the National Monuments Service shall be furnished with a final archaeological report describing the results of any archaeological investigative work/ excavation required, following the completion of all archaeological work on site and any necessary post-excavation specialist analysis.

Reason: To ensure the continued preservation either in situ or by record of places, caves, sites, features or other objects of archaeological interest.



Tom Rabbette
Planning Commissioner of An Coimisiún
Pleanála duly authorised to authenticate
the seal of the Commission.



Dated this 31st day of MARCH 2026